

The Borrowed Motorcycle



Why do People Ride?



?

Why do people ride?



- Fun
- Image
- Friends
- Performance (power sport)
- Economy
- Fuel Economy
- Ease of Parking

Task I (Question 1)



Could some groups be affected by an Organizational Culture?

- Fun
- Image
- Friends
- Performance (power sport) (street vs.. track)
- Economy
- Fuel Economy
- Ease of Parking

Task I (Question 2)



Could this Cultural Organization affect risk decisions?

- Fun
- Image
- Friends
- Performance (power sport) (street vs.. track)
- Economy
- Fuel Economy
- Ease of Parking

What Research Shows:



The Motorcycle Rider is Vulnerable

A Rider's Judgement is Critical

Being Seen Deters Accidents

Need for Rider Education

Administrative Controls



License Endorsement / Vehicle Registration

Motorcycle Equipment Requirements

Protective Equipment

Insurance

Training (age)

Inspection

Military Controls



License Endorsement / Vehicle Registration

Motorcycle Equipment Requirements
Protective Equipment

- More Specific

Inspection &

Training

- Required for all riders

Base Decals

Task I (Question 3)



What controls could affect the Cultural Organization?

- Fun
- Image
- Friends
- Performance (power sport) (street Vs. track)
- Economy
- Fuel Economy
- Ease of Parking

Training Goals



Decrease probability of a crash occurring at all.

Reduce the severity of an accident, should one occur.

Increase our ability to handle a hazardous situation

Rider Demographics

Task II a

In as much detail as possible,
describe the **motorcycle rider**

Rider Demographics

Task II b

In as much detail as possible,
describe the entry-level military
motorcycle rider

Rider Demographics

Task II c

In as much detail as possible,
describe the experienced military
rider or the 'return' rider

Today's Motorcycle Rider



Population

Demographics

Entry-level Military Rider



- Age: 21
- Sex: Male
- Grade: E4
- Annual Income: 16k
- Type of Bike: High Performance
- Marital Status: Single
- Other transportation: None

Entry-level Military Rider

(2)

- Other transportation: None
- Attitude: No Fear - Image - Risk Taker
- Physical Condition: Athletic

Other Comments

- Bike beyond ability and maturity
- Rides fast in a straight line
- Doesn't follow PPE Rules

Experienced Military Rider

- Age: Mid 30's
- Sex: Male
- Grade: E-7 / 03 / GS11
- Annual Income: 40k+
- Type of Bike: Cruiser/Custom/Touring
- Marital Status: Married
- Other transportation: Multiple
- Attitude: Conservative --Low Risk Taker
- Stays more within limits

Injury and Death the Facts:

- Per vehicle mile, motorcyclists are about 16 times as likely as passenger car occupants to die in a traffic crash
- Helmets are estimated to be 29% effective in preventing fatal injuries to motorcyclists

Injury and Death the Facts: (2)

- One out of five motorcycle operators in fatal crashes were operating the vehicle with an invalid license
- Almost half of the motorcycle operators who died in single-vehicle crashes were intoxicated
- Motorcycle operators in fatal crashes had higher intoxication rates than any other type of driver

The Borrowed Motorcycle



The new bike...



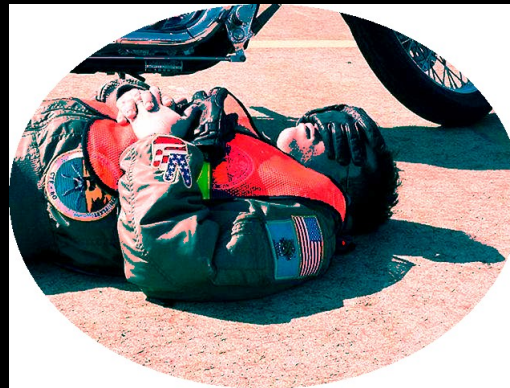
The proud owner



Showing off the new bike to friends



Add some partying...



Friends take the bike for a ride



Task III

Apply the 5 -Steps of ORM



Step 1

Identify the Hazards

Step 1- Identify the Hazards (Risk Factors)

No License

No Training

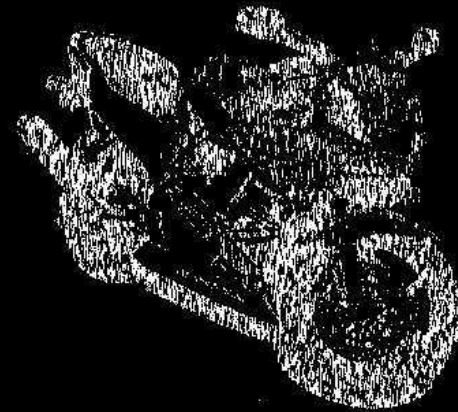
Unfamiliar (borrowed) Motorcycle

Alcohol

Inadequate PPE

Passenger

Excessive Speed



Apply the 5 -Steps of ORM *(cont.)*

Step 2 -- Assess Hazards Identified
in terms of:

- **Probability**
- **Severity**

Step II - Assess Hazards

No experience ***Serious***

(hazard increased with alcohol)

Alcohol ***Critical***

Inadequate PPE ***Critical (helmet)***

Passenger (shared risk) ***Serious***

Unfamiliar Machine ***Serious***

Excessive Speed ***Critical***

Consequences



Motorcycle loses control

Crashes into tree

Two fatalities

Apply the 5 -Steps of ORM *(cont.)*

Step 3 - Make Risk Decisions

What Risk decisions were made?

What Risk decisions were **not** made?

Step 3 - Make Risk Decisions

Risk Decisions **Not** Made --

- **Loaned Motorcycle**
- **Inexperience**
- **Alcohol**
- **PPE**
- **Passenger**
- **Speed**

Apply the 5 -Steps of ORM *(cont.)*

Step 4 - Implement Controls

What critical controls were **not** applied in this scenario?

Step 4 - Implement Controls



Licensing

Training

Requirement for Protective
equipment

Apply the 5 -Steps of ORM *(cont.)*

Step 5 - Supervise

some questions to ask:

- **Why were controls ineffective? Why were controls missing?**
- **Relate long term and short term ORM.**

ORM an attitude

- **How and when could the 5-step Process have been applied?**

another story...



Car pulls out in front of rider

Rider has high level of skill / training

Rider recognizes hazard, but does not
have adequate space to stop or swerve

Rider brakes hard, crashes into vehicle
at greatly reduced speed

Rider is wearing full protective gear

Minimized injury and loss

Final Task



- Did the benefit = the risk
 - Even with ORM, riding is a high risk activity
 - Would you be willing to accept this risk or a similar risk?
- Prioritize your three activities with high risk

